

Why The Average Motorist's Dollar Is Shrinking

Operating and maintenance expense are looking rather big these days to the average motorist, and therefore the article on this problem, which will appear in next week's Saturday Evening Post, Colliers and Leslies, and which was in this week's Literary Digest and Breeder's Gazette will be very interesting to most of us.

Read the opinion of a number of the great automobile engineers of the country. Then take a good look at the car you own, or the one you expect to buy, and think over the expense problem carefully.

There is one car in America that will satisfy every requirement of economy, efficiency and comfort. It holds gasoline and tire mileage records, its simplicity is reflected in low maintenance and operating costs.

If you want a demonstration of this car, the one you'll read about in the article, "Why the Average Motorist's Dollar Is Shrinking," just telephone to

7-1-2

Mrs. Burman in Wild Ride With Dying Husband

(Republican A. P. Leased Wire)
RIVERSIDE, Cal., April 8.—The ambulance carrying Burman from the race course arrived here at 5:45 o'clock and he died ten minutes later in the city hospital. The run from Corona was made in 20 minutes.

Mrs. Burman rode on the seat with the driver and frantically rang the ambulance gong the entire distance of the trip.

Efforts were being made to obtain the permission of the coroner to send Burman's body to Los Angeles tonight from which city it will be sent to Detroit, his home, for burial.

Eddie O'Donnell, winner of the race, who arrived here tonight, said: "I will never drive another race on the Corona track. It is too dangerous and too hard on the driver."

BURMAN RESIDENT OF DETROIT, MICH

DETROIT, Mich., April 8.—Bob Burman, who died at Riverside, Cal., tonight as the result of injuries received in the 361 mile race, lived at 70 Chandler avenue, Detroit. He was born at Imlay City, Mich., in 1884 and did his first racing in Michigan.

Burman held the world's straightaway records up to and including one mile and many dirt track marks. In three races on the Pacific coast this season he finished second twice and won one event.

It was the decision to eliminate entrants by speed trials until contestants were reduced to a field of twenty, to insure safety and avoid confusion, and frank recognition of the fact that "accidents will happen," by the establishment of a field hospital.

A tent hospital equipped with cots and an operating table and attended by nurses and a staff recruited from the Los Angeles Emergency hospital was placed in charge of Chief Surgeon Albert W. Hiller. To it were attached two ambulances.

One of the "safety first" devices arranged was a series of three rails, well greased to be slippery, placed lengthwise before the grandstand, so that if a recalcitrant automobile should lurch toward the crowd at eighty to a hundred miles an hour, it might slip off to safety from the rails. The device was adopted after it proved its worth at other races.

DUKE IS BEATEN

(Republican A. P. Leased Wire)
PITTSBURG, April 8.—Perry McGillivray of the Illinois Athletic club of Chicago won the 100 yard national A. A. U. swimming championship here tonight. His time was 56.1-5 seconds. Duke Kahanamoku of Honolulu finished second and Arthur Rathel of the Illinois Athletic club third.

McGillivray finished half a foot ahead of Kahanamoku, who led Rathel by a head.

K. C. GETS TIGERS

(Republican A. P. Leased Wire)
KANSAS CITY, April 8.—Peter Henley, defender Bayless and Shortstop Joseph Berger of the Vernon Pacific Coast league team have been signed by the local Western league team and will report Monday, it was announced here today.

WOMAN'S RELIEF CORPS

On April 1st, the J. W. Owens, W. E. C. celebrated the 25th anniversary of its organization. Mrs. Irvin and Mrs. Symonds, the only remaining members of the forty whose names appear on the charter, were the hostesses. Mrs. Irvin acted as toastmaster and after a brief story of the organization of the corps, introduced Capt. Parker, who spoke of the assistance the corps had been to the post, and Col. McClintock, who told the story of how the corps had invaded Cuba. It is sounded as if the corps had really made a noise in the world when our boys landed in Cuba with our flag. Gen. Sampson responded for the post and Mr. Downing recited one of his poems. Mrs. Symonds and Mrs. Gallip responded for the corps and Mrs. Mills recited Holt's "Bucky O'Neil." Mrs. Zeigler, the corps president and Mrs. Mills served a delightful lunch in cafeteria style.

The next event in G. A. R. and W. E. C. circles will be the entertainment of the Grand Encampment, April 19.

GERMANY SAYS NO SUBMARINE STRUCK SUSSEX

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hacking tonight. The press report was accepted as being true.

The news dispatches were laid before President Wilson upon his return from his trip down the Potomac. In all quarters it was agreed that the United States would be obliged to move deliberately. The opinion prevailed that action by the United States would be retarded rather than hastened by the German declaration. It is known the administration had considered it highly probable that action in the situation brought about by the numerous recent marine disasters might be based primarily upon the case of the Sussex, regarded as the most aggravated of all. Should the United States fail to make out a case on the Sussex, however, there remains many other disasters to be explained by the Berlin government.

President Wilson and Secretary Lansing have asked Ambassador Gerard regarding other ships recently meeting with disaster. It is considered that Germany by this time should be able to report in regard to those whose explosion occurred before the Sussex testimony.

Immediately upon its arrival the information carried by the St. Paul will be placed before President Wilson and Secretary Lansing. Of first importance among the documents expected are the affidavits taken from Ameri-

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and believe you will agree with us that our selections in clothing and haberdashery for your wear this spring have been most satisfactory.

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cans and other survivors of the Sussex disaster.

It is understood the statement is made in various of the documents that officers of the ships and possibly passengers other than Americans saw the wake of a torpedo. It is also possible that there are included in the documents, affidavits regarding the finding of the alleged torpedo fragments.

Secretary Lansing has allowed it to become known that statements regarding the finding of the fragments might be accepted by the United States should there be sufficient reliable corroboration. The state department probably will proceed very cautiously in that regard, however, recalling that in the case of the Hesperian a fragment, said by American naval officers to have been a part of a torpedo, was declared by a member of the crew to have been picked up on the ship. Germany denied that any of its submarines had attacked the Hesperian and when representatives of the United States abroad sought the affidavits maker, he had disappeared. Consequently the United States was unable to take any other action and the case of the Hesperian never has been settled.

ROOSEVELT IS ENDORSED

(Republican A. P. Leased Wire)
RICHMOND, Va., April 8.—The executive committee of the progressive party of Virginia tonight endorsed Roosevelt for president. Some members of the committee said they were willing to amalgamate with the republican party if the republicans would name Roosevelt for president. "If the republican party fails to nominate Roosevelt it will face the worst defeat it ever experienced," said Percy S. Stephenson, the progressive state chairman.

THE FUN OF BEING POOR

It was one of those days when every one started reminiscing. There were several of us, some old friends, some fairly new ones, sewing for the Red Cross. After we had finished for a bit discussing the horrors of war Mrs. Green began to tell how, when she was a very small girl, she had helped roll bandages for the soldiers in the Civil War.

Mrs. Green is southern, even if she doesn't stand up and sing "Dixie" whenever it's played in a restaurant. "Those were hard times," she said, seriously. "But ladies, when I look back at those old days I have to laugh. We were so poor it just seems impossible to believe we ever grew up at all."

"We had chickens and garden stuff on the place to keep us from starving, sure enough, and one or two of the older slaves stayed on with us after the emancipation act and helped out with the work. But we didn't have

a thing to spend, not a cent. We swapped some of our garden greens for calico at the village and dressed in that, and all through the warm weather we went barefooted, for we couldn't afford more than one pair of shoes a year."

"After the war we were happy, even though things got harder, and I reckon no children ever had a better time, in a way, than we did. We used to get so much fun out of simple things. I wouldn't pose those hard years out of my life * * * not for anything."

It was amusing to hear the others get going after that. All but one or two had had more or less of a tussle with poverty in their young days. And the fun they got out of it!

"I think it is a pity when poverty lasts too long," one of them said, "but it is almost as great a pity never to have known it. I remember the triumph of working my way through high school to pay for board and lodging as the proudest months of my life."

"And what fun my sister and I had when we went to a party, and fixed up something to wear, and borrowed gloves and cleaned ribbons. It was a tremendous event," broke in another woman. "Girls who have never had to plan weeks ahead for a jollification and finally make something out of nothing with the most wonderful success, have never known what fun is."

"You make me feel pretty bad," interjected another member of the circle, "for I grew up in a family that always had more than enough. Mother wouldn't allow us to be over-dressed, or at all extravagant, but—"

"But what someone has called 'the

bracing wind of poverty' never blew round your young head," laughed Mrs. Green. "Possibly we who have weathered it forget its disagreeable features when we look back. But I really do think that the people who know a healthy lack of money in their youth are the luckiest—provided they have got over it to a measurable extent."

And the sentiment of the circle was with this conclusion.—Hildegard Hawthorne.

NOTICE

Pursuant to the provisions of Chapter III, Title XXVI, Civil Code, Revised Statutes of Arizona, 1913, entitled "Juries and Jurors".

NOTICE is hereby given that the Judge of the Superior Court of Maricopa County, State of Arizona, has made and filed in my office an order directing that a trial jury of fifty (50) be drawn, to be in attendance on said Court April 19th, 1916, at 9:30 o'clock A. M., and thereafter as their presence may be required; and that I have this day notified the Sheriff of Maricopa County and the County Recorder of Maricopa County, State of Arizona, to attend at the court room of the Superior Court in the Court-house of Maricopa County, or in the room in which said Court is held, on Tuesday, April 19th, at the hour of 1:30 P. M. for the purpose of drawing said trial jury.

WITNESS my hand and seal of said Court this 7th day of April, A. D. 1916.
(Seal) JAMES MILLER, JR., Clerk of the Superior Court of Maricopa County, State of Arizona.

BURMAN KILLED; O'DONNELL WINS CORONA IN FAST TIME

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Teddy Tetzlaff and Thomas kept the pace for three-fourths of the 301.815 miles at an average from 97.7 down to 85.9 miles an hour. The first ten laps were made at the higher rate. The drivers burned up tires as the sun's heat increased all except O'Donnell who came through without a change, and with only one stop of a half minute for oil and gasoline, to interrupt his steady swiftness. He led constantly from the fiftieth lap.

O'Donnell ran like a train on schedule. He followed the pace of 97.7 miles an hour for the ten laps it was maintained by the leaders, then kept at the front climbing steadily forward into third place in the fifteenth lap and pulled an second behind Pullen, winner of the 1914 race and ran there until the fiftieth lap when he took the lead and kept it. When he made his only stop in the 96th lap, he was so far ahead that his margin was cut but little.

More than eight minutes separated him from Thomas, the runner up. The changes attributed to the heat generated on the hot, hard asphalt and new pavement of the course, caused the gradual diminution in speed

from the early laps to the finish. Mechanical accidents eliminated several. Earl Cooper was out in the fifteenth lap with a damaged engine. J. Teel withdrew in the twenty-eighth round with a broken connecting rod. In the forty-sixth lap Barney Oldfield, the Los Angeles veteran, had a broken rocker arm that ended his chances. Higbie Hughes followed in the next lap with a slipping clutch.

The Corona "road race" this year became a "boulevard speed test" under a ruling of the American Automobile Association which created the new classification after the world's road race record of 87.8 miles per hour was established on Thanksgiving Day in 1914 by Eddie Pullen, holder of the Corona cup.

When officials saw the circular asphalt-surfaced highway, 2.7895 miles around the little town of Corona, they said: "This is a speedway, not a road." But since it was a public highway they compromised by making the third race a "boulevard" test of speed.

The smooth fast track, eighty feet wide, encircles Corona, with numerous spoke-roads radiating from the town to the speedy rim. One hundred and nine laps make the race 301.815

miles. The course is slightly banked all the way around. Along the starting and finishing courses a grandstand has been built to accommodate 12,000 people. But the crowds that gathered for the two preceding races numbered several times that figure and so provision has been made to place about 150,000 people, in all about the course this year. Room has been provided for the parking of the thousands of cars.

This year the race was set for one o'clock in the afternoon, while in 1913 and 1914, when it was held in the autumn, it was started in the morning.

The purses of \$12,000 this year were divided into first, \$5,000 and temporary possession of the \$1000 trophy cup; second \$3,000; third \$2,000; fourth \$1,000; fifth \$700 and sixth \$500.

Earl Cooper, a Los Angeles driver, won the 1913 race and Eddie Pullen took the honors in 1914, setting the record of 3:26:02. Three victories would entitle a driver to permanent possession of the cup.

The race was organized by the Citrus Belt Racing Association, a corporation formed by the people of Corona, with a list of stockholders limited to those of the 5,000 population who favor the promotion of municipal publicity and business by the race.

A \$15,000 fund was raised this year among the stockholders, each one being limited to a small subscription. Officials said the result of the two races justified their faith in building the track and promoting the race with its large purses.

Among the features of the race this

HARVARD LEADS U. S. COLLEGES IN PREPAREDNESS MOVEMENT



Harvard University students drilling outdoors for first time.

Harvard University was among the first of the colleges to form a company of students into a semi-military body. Since its incorporation the members have devoted much of their spare time to drilling and going through maneuvers, preparing for any emergency in which their training and knowledge may be of service. Many of the cadettes throughout the United States have organized similar corps.

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